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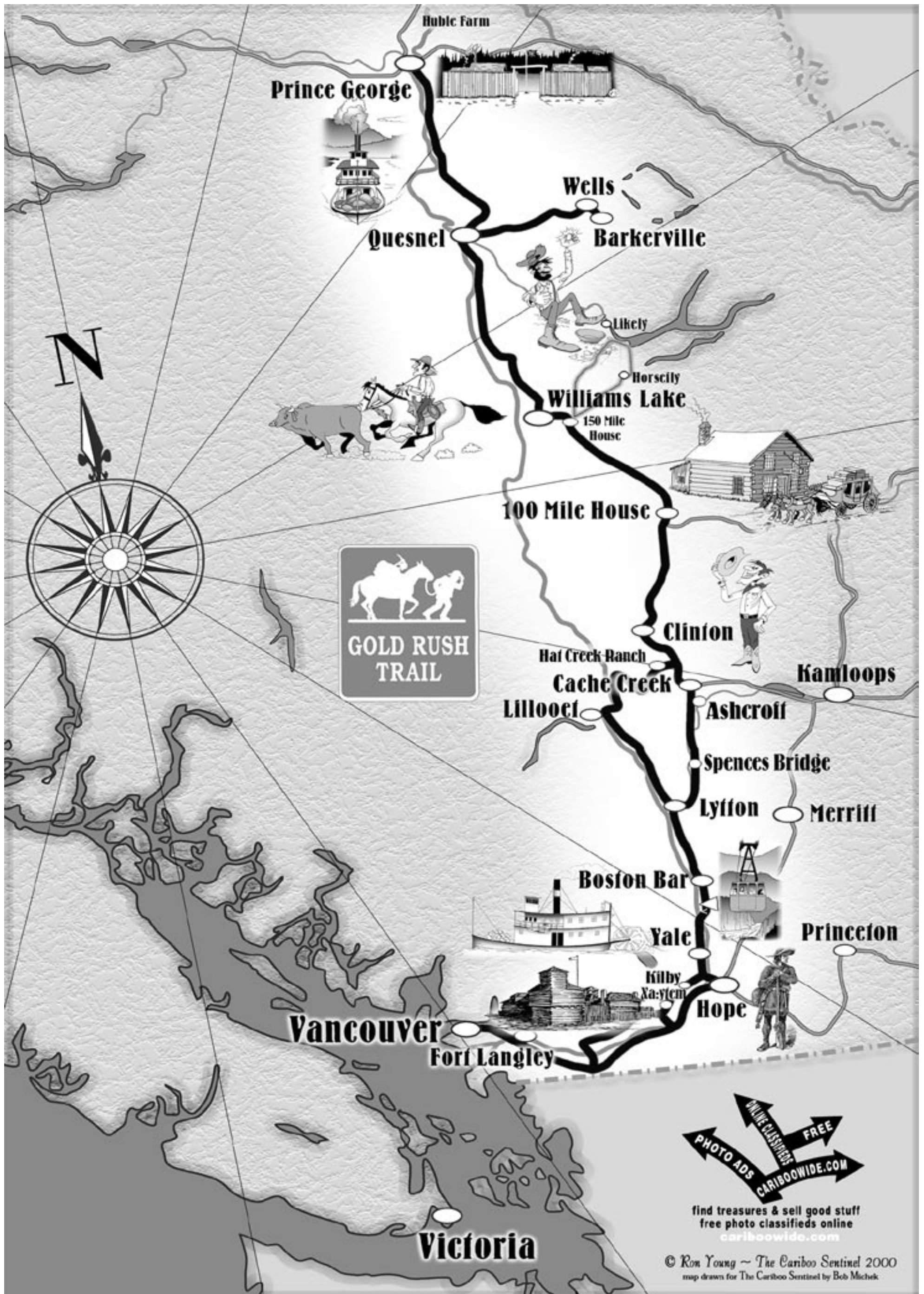
# Gold Rush Trail JOURNAL

FIRST EDITION ~ VOLUME ONE ~ NO. 1 ~ PUBLISHED IN THE GOLDFIELDS



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## YOUR HISTORIC JOURNEY ALONG THE GOLD RUSH TRAIL

As you begin your journey along the gold rush trail read these notes to acquaint you with the highlights of the journey. The road is rich in history and adventure ... the turn of every corner will bring a new delight, the crest of every hill a storied vista ...

### FORT LANGLEY AND THE LOWER FRASER RIVER

Three decades before "the discovery" of gold in what is now British Columbia, twenty-five Hudson's Bay Company men journeyed from their base on the Colombia River to establish a fort on the Fraser River. They arrived in 1827 to the cautious welcome of the Stó:lo people who had lived in the area for over 9000 years. Fort Langley quickly became a prosperous fur-trading fort made up of a heterogeneous group of company men and their Stó:lo wives.

While the gold rush of 1858 brought a moment of prosperity to Fort Langley, it was also instrumental to the Fort's decline. During the early months of 1858 Fort Langley was thriving as the main supply point for prospectors to the Fraser River. But within only a matter of months, paddle wheelers were bypassing the Fort and steaming upriver as far as Hope and Yale. The gold rush brought many Americans to the territory and James Douglas, the Governor of Vancouver Island and manager of the Hudson's Bay Company's Pacific operations, feared an American takeover. On November 19, 1858 the Brit-

CONTINUED ON PG 4



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**Follow the GOLD RUSH TRAIL to Yale, and on to scenic highway 7 for Harrison Mills & Mission...**



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CONTINUED FROM PG 3

ish Government declared the territory a British Colony. The days of the Hudson Bay Company monopoly were thereafter over. By 1864 Fort Langley’s palisade was dismantled.

Today, costumed interpreters will take you back in time to life at the Fort during the 1850s. Just across from the street from Fort Langley you will find the **Langley Centennial Museum**, which features Stó:lo and Coast Salish culture, the Hudson’s Bay Company, and Langley settlement history. If you are interested in agriculture you won’t want to miss the **British Columbia Farm Machinery and Agricultural Museum**. The loud whistle of a train will signal your entrance to this large warehouse-style museum that’s filled with steam tractors, stump pullers, and even a Tiger Moth airplane.

When travelling east towards Hope, consider taking the scenic highway 7, stopping in Mission for a visit at the **Xá:ytem Longhouse Interpretive Centre**. Interpreters will take you through the history and culture of the Stó:lo, the people of the river. At Xá:ytem, archaeologists have uncovered evidence of a 9000-year old house.

Just 30 minutes east of Mission, near the Harrison River, is the **Kilby Store and Farm**. This 1920s BC Heritage Attraction stands as the only reminder of the once thriving community of historic Harrison Mills. Costumed interpreters show you country life as it was during the 1920s and 1930s in the restored general store of Thomas and Eliza Kilby.

CONTINUED ON PG 8

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## QUOTES from the PAST

### Ft Langley


“We the next evening reached Fort Langley... where my curiosity was at last satisfied in seeing one of the oldest trading posts belonging to the Hudson Bay Company on the Pacific. During my stay there what is called the Brigade train, happened to arrive from New Caledonia, a country situated west at the foot of the Rocky Mountains, for whom quite an interesting Ball was given, as a welcome for their annual visit; the great number of furs which they bring going to prove their last year’s success in trading with the savages in that desolate part of the country. To this ball I received an invitation which I, with much pleasure attended, and was not a little surprised at seeing the company composed of so heterogeneous a kind. There was the English, Scotch, French and Kanackas present, and their offspring, and all so thoroughly mixed with the native Indian blood...almost all of the Co.’s wives are the native Squaws, their children, which are called half breeds...being quite fair, docile, and intelligent. The Ball was conducted with the best possible decorum. The music was sweet, from the violin, and the dancing was performed in the most graceful manner, by the Indians and the half breeds, who took a very prominent part on that occasion. I retired to my tent about twelve o’clock leaving them still enjoying their mirth to the utmost extent.”

C.G. Gardner, “To the Fraser River Mines in 1858”



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# THE ROAD TO RICHES

The Great Cariboo Wagon Road ~ by Richard Thomas Wright

**The prospecting party of Doc Keithley, George Weaver, John Rose and Benjamin MacDonald were hiking north again. The richest gold strike was always over that next ridge...**

so, not content with the rich strikes on the Cariboo Mountain's south slope around Quesnel Lake, they left their producing claim near the town and creek that bore Keithley's name to seek a richer Eldorado.

Now they stood on a high plateau looking across alpine meadows and saw creeks flowing north. They dropped off the ridge into a narrow valley, through a pass and into a canyon. Their Eldorado lay under a few inches of water, exposed gold - "sun-burn gold" that had begun to oxidize. From one exploratory pan they cleared \$75, over a week's wages, from another \$100.

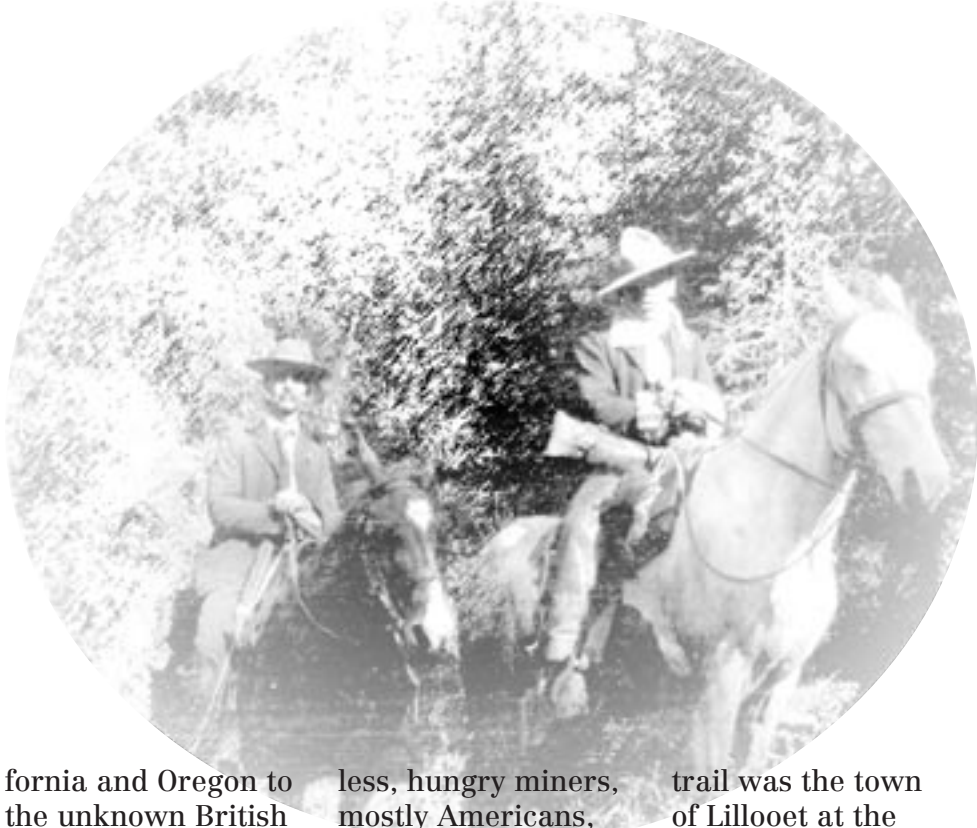
The party settled in on what they called Antler Creek but soon had to go out for supplies. The rush was on. Newspaper headlines screamed the news. "LATER FROM CARIBOO! New Diggings - Great Excitement. \$75 TO THE PAN." Nor did the news of immense wealth stop there. Soon the world heard of the great Lowhee strike and Williams Creek and Lightning Creek.

**Newspaper headlines screamed the news. "LATER FROM CARIBOO! New Diggings - Great Excitement. \$75 TO THE PAN."**

Little did the party of prospectors realize that their strike would open a vast new region to resource extraction and settlement and would initiate one of the great engineering feats of the 1800s, the Great Cariboo Wagon Road.

The Antler news galvanized thousands into action. Miners and prospectors sitting on the lower Fraser waiting for low water, waiting for the so-called Humbug to prove up, and south slope miners and merchants along the Quesnel and Cariboo Rivers, saw new opportunities. Miners poured north. The problem, as always, was not just where to find gold but how to get there and then how to establish a supply line. Their rush northward left behind a vacuum of food and supplies. It was a rush into famine.

**When** miners and fortune hunters of various stripes had rushed to the flour gold on the lower Fraser four years earlier, they were part of a rush unlike anything the world had ever seen. In the summer of 1858, some 30,000 men and women poured north from the worn out gold fields of Cali-



fornia and Oregon to the unknown British Territory and Fraser's River. They disembarked crowded steamships at Fort Victoria and discovered they had to make their way over miles of open water and up a turbulent river to reach the goldfields.

Unknown numbers drowned in leaky, overloaded boats. Others turned back. Some stayed in Victoria. Yet soon all the available bars and benches on the Fraser were staked and claimed. The question many miners now faced was whether to go back or push forward toward the motherlode. Forward meant working their way up the treacherous Fraser Canyon, over precipitous trails literally hung on the canyon walls, or by utilizing 10-mile long portages. They needed a trail or a road, they told Victoria.

Governor Douglas listened to the miners' petitions and reflected on the trouble Americans had caused in Yale. He did not want rest-

less, hungry miners, mostly Americans, sitting around on the banks of the Fraser with nothing to do. They might continue their talk of annexation, or get rowdy or continue their fights with the natives. So in August 1858 he accepted their offer. Five hundred miners would build a road from the lower Fraser up the Harrison River and a chain of lakes to Lillooet, well above the Fraser's dangerous canyon. Douglas would supply transportation and tools, they would supply the labor, post a peace and completion bond of \$25, and he would feed them. At the terminus they could redeem their bond in goods at Victoria prices. It was a deal any modern highway minister would be proud of signing and it was a resounding success, for Douglas. Miners who laboured to build the trail and who felt cheated when the promised goods were dropped at the trailhead were not so sure, however.

The terminus of the Harrison/Douglas

trail was the town of Lillooet at the mouth of Cayoosh Creek. Beyond Lillooet, however, was another 300 miles of tough trail, either via the River Trail over the benchlands of the Fraser or to the east over a mountain and along the high plateau of the Cariboo. Miners and Miners and merchants continued north.

On the Fraser those arriving late and the restless perambulators seeking the motherlode, had pushed north up the Fraser and Thompson Rivers. In 1859 a Shuswap native led Peter Dunleavy and his party to gold on the Horsefly River. That same summer Benjamin MacDonald was prospecting on the Quesnel River.

The summer of 1860 saw more exploration as the bars and banks of the Fraser were staked, worked and mined out. More miners migrated north to the Quesnel and Cariboo river strikes. When Antler was struck the trickle became a river of miners. By the spring of 1862 an estimated 6000

miners were on the north slope creeks, creating an enormous demand for food and supplies. Food was scarce and prices high and some miners were starved out. It was a time of famine.

During this period pack trains came into the north slope goldfields from Lillooet following a trail that incorporated some of the old Hudson's Bay Company brigade trails. They branched north east at Williams Lake and headed toward Beaver Valley. Here in early spring thousands of men and horses, mules, oxen and cattle waited for the trail to dry out before they pushed into the new town of Quesnelle Forks. Then they pushed upriver to Keithley Creek and over the hump into Antler and Williams Creek. It was a long muddy, treacherous route, hard on men and death on livestock. Packers lost hundred of horses and mules, and the supply lines bogged down.

Wages and returns on investment were marginal considering the price of food and supplies. Merchants and freighters warned Victoria that there were not enough mules in British Columbia to bring goods over the miserable trails. Only wagons could fill the great hungry maw. And wagons needed a road.

In response Governor Douglas let two contracts; one to widen the Harrison Douglas Trail into a proper 18-foot wagon

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road on the portages and another to build a road north from Lillooet to Soda Creek. He now had the assistance of his imported detachment of 150 Royal Engineers. Ostensibly these men were to survey land for sale and lay out townsites and roads. They were also Douglas's ace in the pocket. He wanted a military force that would keep the Americans, particularly Californians, in line and dissuade them from thoughts of annexation by occupation. The song, sung to Yankee Doodle explained it all.

*Yankee Doodle wants a state*  
Oregon or Texas  
Sends some squat-

**Y**ankee Doodle wants a state  
Oregon or Texas  
Sends some squatters in it straight  
And quietly annexes.

ters in it straight  
And quietly annexes.

The Harrison/Lillooet route, however, showed that while with improvements it might be fine for travelers it was not suitable as a freight route. Freight had to be loaded and unloaded a total of eight times. It was still a slow, expensive route with a freight rate of \$560 per ton.

Gustavus Blin Wright had been contracted to continue the road north from Lillooet, east of the River Trail through the high plateau of the Bonaparte, Lac la Hache and Cariboo country. He would follow Royal Engineers surveys and be under their supervision. By July 1863 the road reached Soda Creek where freight, and those passengers that could afford it, were loaded onto sternwheelers for the 50-mile trip to

Quesnellemouth. From there to the goldfields remained a quagmire of downed timber, creek crossing and dead pack animals.

Fraser River merchants and miners, meanwhile, had been petitioning for a Fraser Canyon route, pointing to the expense and time wasted on the so-called Douglas route and the fact that it was often closed in winter. The canyon was traveled on old Indian trails hung on the canyon walls or by long portages around sections such as Hells Gate. More common though were the boatmen who shuttled freight utilizing towlines and a system of boat ways around rapids.

Twelve days from Yale to Lillooet was the usual and only nine hours downstream. But it was a deadly occupation and many drowned.

So in the spring of 1862, even as the Douglas route widening and improvement continued, as towns and roadhouses sprang up, Douglas agreed to the new road up the Fraser and set his Royal Engineers to work surveying along the canyon walls. If the Douglas route had been a challenge the canyon road was near impossible.

The canyon road they surveyed was considered one of the world's great feats of road building. A description said, "the road was supported by pilings, there built upon immense masonry fills, sometimes on gigantic crib work, sometimes cut through a sheer rock bluff, now almost at the water level and

anon raised to giddy elevations when the river seemed but a silver ribbon."

The road was often more bridge than roadbed but the contractors with their Chinese, native and out-of-work miners labor force, pushed the north. They tore the road from the cliff, hung the decking along the treacherous walls of the Fraser to the Indian village at the mouth of the Thompson, then up the Thompson River, branching north along the Bonaparte to connect with Wright's Lillooet road at Mile 47, renamed Clinton.

The Great Cariboo Wagon road now had Two Mile Zeros, Lillooet and Yale, and two sets of mileage. Roadhouse operators north of Clinton were not about to change their name. So from Yale to Clinton the roadhouses were known by that mileage but from Clinton north they retained the mileage from Lillooet. Thus 129 Mile House (Yale mileage) was just a few miles south of 47 Mile House (Clinton) on the Lillooet Route.

The completed route from Yale to Quesnellemouth reduced the freight rate from 75 cents a pound to 15 cents, despite the frequent tolls government and contractors levied.

Transportation further improved when in 1864 the Cariboo Road was completed to Cottonwood House and then in 1865 to Barkerville on Williams Creek. The extension downstream to Camerontown was completed only when miners raised private subscriptions. It had been 4 years in the building.

The completion of the Great Cariboo Wagon Road from

Yale and Lillooet to Williams Creek had a profound effect on the life of the Cariboo population and equally so on mining. Not only did freight rates plummet but passengers not able to walk in could take Barnard's stagecoach express and wagons could now bring in machinery and tools.

The road's completion meant the pioneering days were essentially over. The population changed, folks tended to overwinter more as passenger sleighs meant some access to the outside during the long winter months. It enabled Cariboo mining to move into a new phase of mining, one that brought a new prosperity to the area when free miners were fading.

Today little of the original route remains. In the Fraser Canyon short sections can still be found and the second Alexandria Bridge is now a historic site. In the Cariboo the old roadbed can be seen looping through cattle meadows and original sections are still traveled on some side roads. The main historic section from Stanley to Barkerville, bypassed in 1885, has recently been proclaimed a historic site and preserved for history,

a monument to the Great Cariboo Wagon Road, an 1860s engineering marvel.

*Richard Thomas Wright is the author of several books including the venerable "Barkerville - The Town That Gold Built"*



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## QUOTES from the PAST

### Yale

"I followed the road too far and so came to the end of the finished part where there was no trail: I therefore clambered over the stones and went along the side of the hill, climbing and slipping. It was a very awkward place, for the hill was very steep and covered with loose stones and fragments of rock which on a touch of the foot went rolling and jumping down till they fell with a sullen splash in the Fraser below. With great care, I managed to get safely round the hill and finally struck the road again, but after another mile or so had to take the old trail up another steep hill the track going up in zigzags so that there seemed no end to it...I had to wait half an hour or so when within sight of the town, in order to allow some blasting to go off round Yale bluff, and go off it did like so many anon, reverberating with a treble echo across the bay."



*Harry Guillod's Journal of a Trip to the Cariboo, 1862  
As he approached Yale coming south.*

## Horses Among the Nlaka'pamux ~ Historic Trail Outfitters

The Cree called it Misstutim or "big dog". The Blackfoot called it "Ponokamita," or "elk dog," the elk without antlers. Regardless of what they called it, the Plains Indians knew that the strange animal was "swift as a deer". Mastering it brought great changes to their people.

The Spanish reintroduced the horse to the Americas during the early 1500s. Within a century and a half, the Western Plains people became mounted warriors and masters of the horse-backed buffalo chase. Their previous methods of fighting on foot and hunting using "surrounds" (encircling the animals and driving them over cliffs or into traps for the kill), were abandoned.

The presence of horses on the Canadian prairies is well known. In present-day Alberta, Saskatchewan, and Manitoba the horse-based bison-hunting way of life developed during the early 1700s. Few, however, are aware that the First Nations of British Columbia also possessed horses prior to white settlement.

It is estimated that the Nlaka'pamux people, whose territory includes present day Boston Bar, Lytton, and Spences Bridge, possessed horses as early as the mid 1700s, at least 50 years before Simon Fraser made his famous voyage down the river that bears his name. The Nlaka'pamux primarily used the horses to pack sun-dried salmon into the Kootanies to trade for Buffalo robes. Later they also ran supplies by pack trains into the gold fields. The Nlaka'pamux probably obtained Nez Perces or possibly Crow tribal horses out of the Columbia River uplands, which they could have accessed along their trading route via the Okanagan or the Skagit Rivers into the Similkameen, then north to the Nicola and Thompson River.

Alkali Ranch on Lytton Reserve #22, Kleetekut, has been the home of the same family since the Nlaka'pamux first acquired horses in the area during the mid 1700s. Today, Historic Trail Outfitters operates out of Alkali Ranch, offering horseback riding along many of the trails used for generations by the Nlaka'pamux.



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**HOPE**

As the search for gold moved up the Fraser River, communities began to spring up, many around existing Hudson Bay Company posts. Fort Hope was a prime example. Today Hope continues to be a favourite resting point for travellers along the gold rush trail.

Stop in the **Hope Museum**, located at the **Hope Information Centre** (just off the TransCanada Highway at 919 Water Avenue) for a look at the different periods of the towns' past. Those who appreciate pioneer churches should visit **Christ Church**, the oldest in the lower mainland still on its original site. Hope's most popular tourist attraction, the abandoned **Othello-Quintette railway tunnels**, was forged from 1911 to 1916. Engineer Andrew McCulloch ignored the advice of other engineers and built the tunnels through the Coquihalla gorge where the river had cut a 300-foot deep channel.

**YALE**

Like Hope and Fort Langley, Yale was also a Hudson's Bay Company trading post before the gold rush days. By 1858 thousands of miners arrived at Yale by steamer. Some stayed to prospect on the shores of the Fraser around Fort Yale while others embarked on bold journeys on foot, and later by wagon, through the cliffs and precipices of the Fraser Canyon. In 1862, Yale became the southern terminus and the second mile zero (see Richard Wright's article) of the Cariboo Wagon Road.

Today, Yale is a thriving and welcoming community of 250 people. **Historic Yale**, found just off the highway, can't be (and shouldn't be) missed. It includes the **1863 Church of St. John the Divine**, the oldest church on the B.C. mainland and the **Yale Museum**, which houses First Nations', railway, and gold rush history. **The National Monument to the Chinese railway workers** is located on the museum grounds. A little ways down the highway you'll find the **Teague House**, the oldest remaining residence in the Fraser Canyon. Built in 1864, it was first home to John Trutch, surveyor for the Canadian Pacific Railway, and later to William Teague, one of the Colonial Government's Gold Commissioners. Just two minutes south of Yale is the town's enchanting pioneer cemetery.

**ALONG THE FRASER CANYON**

Just one kilometre north of Spuzzum is the **Alexandra Bridge**, originally the first suspension bridge in the west. Completed in September 1863 at the cost of \$45,000 the bridge stretched nearly 300 feet across the Fraser River. Today, the second Alexandra Bridge, built in 1926, is part of Alexandra Bridge Provincial Park.

Within present-day **Emory Creek Provincial Park**, in the Fraser Canyon, was once a place called **Emory City**. It consisted of 13 streets and 32 blocks with two hotels, a gen-

CONTINUED ON PG 8



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## THE BROPHY HOUSE

Mr. and Mrs. Michael Brophy and their two sons came to Canada from their hometown in California in 1896. Michael Brophy was the manager of the Van Winkle mine on the west side of the Fraser River. They lived in a small house and had to row a boat over to pick up their mail. Here their daughter was born.

In 1911 and 1912 Michael, who was a carpenter by trade, built the 'Brophy House' on the east side of the Fraser River in the town of Lytton. Mrs. Brophy rented rooms out and provided meals. At a later date cottages were added and the 'motel' became known as the "Brophy Motor-court and Garage". The Brophy's large garden, provided fresh vegetables and fruit. And Mrs. Brophy made ice cream and bread which she sold to the people in Lytton.

As there was no doctor in town then, Mrs. Brophy also helped to take care of the ill and worked part time at the post office. When the postmaster retired in 1904 Mrs. Brophy took over the post office and later moved it to the 'Brophy House'. She held the job for 42 years when she retired as the oldest postmistress in Canada.

After Mrs. Brophy passed on at the ripe old age of 88 the Brophy House then was sold several times and it's name was eventually changed to the Totem Motel in 1956.

The office still has the original tongue and groove and the wiring of the old telegraph on the ceiling.

By: Sylvia Vandenbos

The strong young packer swallowed a generous shot of brandy. Although not particularly tall, he was heavy set, with powerful arms and a broad chest. He wore his usual business attire – a white boiled shirt, a silk scarf, a long black frock coat, woollen pants, and riding boots. But no socks. Never socks. The packer poured his next shot of brandy over his head. "A little insida, a little outsidia," he said as he rubbed the alcohol into his scalp. This was his ritual to prevent balding, and it seemed to work. His luxurious head of shoulder-length curly black hair was one of his trademarks.

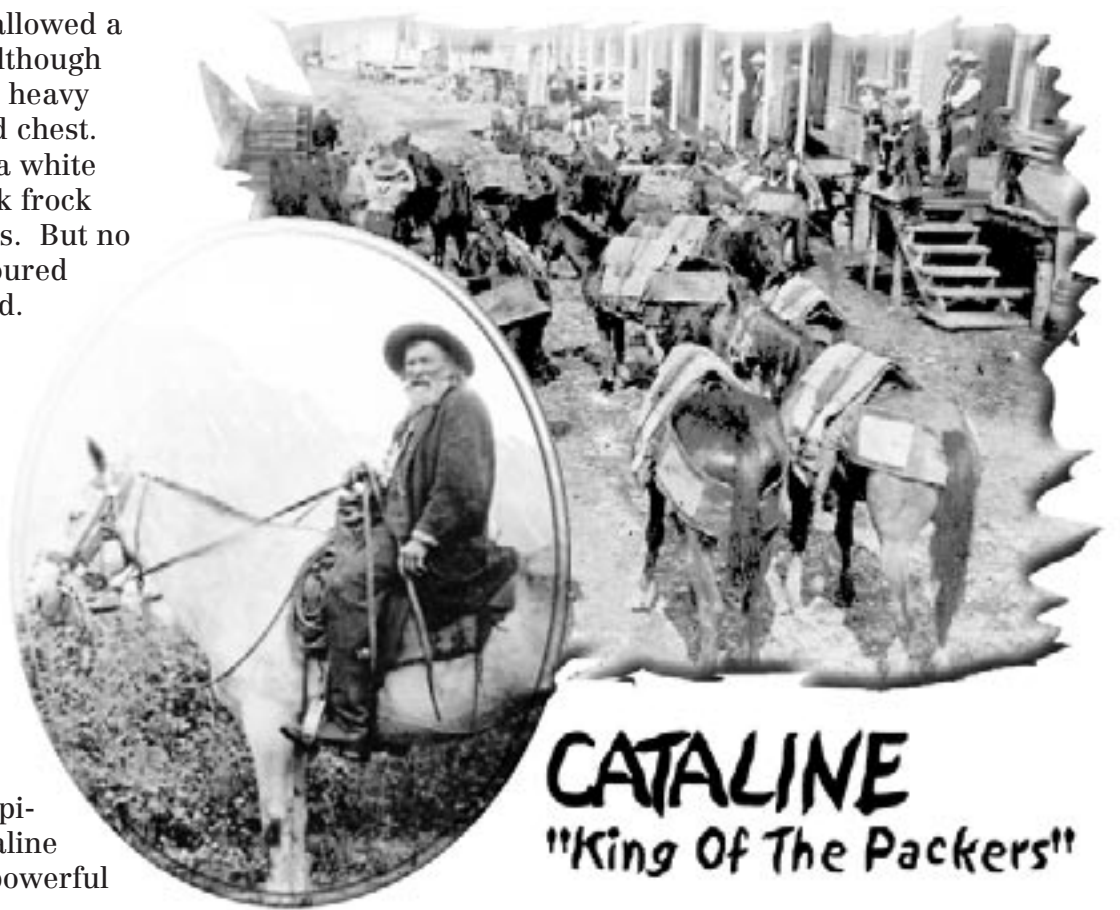
They called him Cataline -- King of the Packers. He was tough. He was rugged. He had unbeatable stamina, immeasurable strength, and a reputation for reliability. He exercised intelligent tact with Natives, and in the style of a typical law-abiding Canadian hero, Cataline was friends with the colony's most powerful lawmaker, Judge Begbie.

Described variously as a Mexican, a Spaniard, and a Frenchman, Cataline was born in Catalonia on the French-Spanish border. His real name was Jean Caux but his apparent propensity to use "Catalonia" as an expletive gave him his nickname. After a brief stint in Mexico and California, he arrived in British Columbia in 1858 and became the first and most renowned packer on the gold rush trails. He ran supplies from Yale to Barkerville throughout the 1860s and 70s and from Ashcroft as far north as Hazelton after the CPR built a rail line through the Fraser Canyon in the 1880s.

Stories told of Cataline around many a Cariboo campfire have led to some inconsistencies in the tale. In each telling, however, the heart of the story is always the same. No settlement was too remote, no mineral discovery too difficult for him to access. Cataline, they say, was the best packer British Columbia...heck, North America ever knew.

Cataline and his crew reflected the surprising racial diversity of those early gold rush years. His "carigador", the main mule handler, was a Chinese man named Ah Gun. His right hand man – his "segundo" – was Dave Wiggins, a man of Native and African American descent. The language they shared? A confusing jargon composed of English, Spanish, French, and a bit of Chinese and Shuswap. Together these men strapped everything from stoves to tools to cases of whiskey on the backs of mule trains and traded and travelled their way along the gold rush trails.

It was Cataline's claim that he never lost an article. Nothing stopped him. When disease struck his mules, he hired men to carry the freight by foot. If something ever went missing, he would send a man back with a replacement. The people of the interior came to rely on him and he never let them down. He was also known for travelling with style. It is said that when trading with Natives, Cataline sat in a special birch bark chair and majestically dawned a French hat and morning frock coat with a wide wool sash around his waist.



Perhaps the best stories about Cataline are those of his superhuman constitution against the Cariboo cold. Even in subzero temperatures he never covered his ears or hands, he never wore socks, he slept on a piece of canvas with no cover, and some say he greeted each winter morning with a healthy roll in the snow.

One cold day in January after a thaw followed by a cold snap had turned the streets into sheets of ice, an elderly Cataline entered the Hudson's Bay Store in Hazelton and asked for a pair of socks.

"An awed silence spread over the store," wrote Sperry Cline, the provincial

constable for Hazelton, and the man who attended to Cataline in his old age. "All business and conversation stopped. Was Cataline getting soft in his old age? The purchase was made and all eyes followed him as he walked over to the door and pulled the socks over his boots. Then everyone relaxed. The old fellow wasn't weakening. The socks were simply to prevent slipping."

Cataline continued packing for fifty-four years, longer than any of his contemporaries, and long after the gold rush frenzy was a distant memory. He sold his business to Mr. George Beirness of Hazelton, who in turn

supplied Cataline with a cabin on the ranch where he spent the rest of his days. During those years Sperry Cline spent time with old man Cataline trying to find the truth in all the yarns about him. "Some (stories) he dismissed with a shake of his head, and at others he would give a hearty laugh, which convinced me there was some foundation for them."

Jean Caux died in 1922. He rests under an unmarked grave in Hazelton.

Susan Mather



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eral store, and nine saloons (that's a lot of saloons!) It was also home to the Inland Sentinel newspaper that later moved to Kamloops. Initially a prospectors' camp in 1858, a town-site sprang up when it became the western terminus of the CPR in 1879. Today, not a trace of the city can be found.

**Hell's gate**, the deepest and narrowest point on the Fraser River, was described by Simon Fraser as a place no human being should venture. Today Hell's Gate airtram takes visitors right above this famous white-water gorge.

**Boston Bar** was named after a group of American miners who first found gold there in 1858. By 1860 most miners had left the area but Boston Bar grew as a supply centre. Today, Boston Bar is considered the gateway to the Nahatlatch Valley.

**LYTTON**

Lytton is found at the meeting of two great rivers -- the Thompson and the Fraser. The Nlaka'pamux people called this place Camchin (Kumsheen), which in Thompson means "the meet-

ing place." Prior to the arrival of European, Camchin was one of the most densely populated areas in the Fraser and Thompson River systems. In fact, it was at Camchin that Simon Fraser was warmly greeted by a group of about 1200 Natives during his voyage down the Fraser River in 1808.

Governor Douglas renamed the place Lytton in honour of the British Colonial Secretary, Sir Edward Bulwer-Lytton, but to the miners, Lytton was commonly referred to as simply The Forks. During the 1860s Chinese placer miners made up at least half of the town's population. The gold was there but had to be painstakingly pried from the river's grasp. To the rest of the miners, The Forks was a supply point.

Like many towns in British Columbia, Lytton has known its share of economic booms and busts. The town's "greatest years" came with the construction of the Canadian Pacific Railway in the 1880s and the Canadian National Railway in the 1910s.

**The Lytton Museum and Archives,**

formerly a Canadian National Railway company house, is right next to the **Information Centre** in downtown Lytton on Fraser Street. Across the street is a red caboose, dubbed **Caboose Park**, which contains an interesting collection of the regions' railroad history. Mounted on a wall facing the park is the **Lytton Jelly Roll** - an impression of a rolled layer of silt encased in coarser sands and gravels that is considered one of the largest formations of this type in the world. On the same street is the Totem Motel that was formerly the **Brophy House** and the town post-office during the early 1900s. Today, the office still has the original tongue and groove and the wiring of the old telegraph on the ceiling.

**The Siska Art Gallery and Museum**, located 11 kilometres south of Lytton, showcases a unique collection of traditional soapstone carvings and other traditional art. The Museum adjacent to the Gallery houses preserved local functional art forms including hand-woven baskets dating back to the



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late 1800s. The valley of the Stein, StI'yen or "hidden place" to the Nlaka'pamux people, is now the **Stein Valley Nlaka'pamux Heritage Park**, co-managed by the Lytton First Nations and the BC government. The Stein is known world-wide as one of the last remaining untouched watersheds in southwestern British Columbia. To the Nlaka'pamux, it is a place of cultural and spiritual import. Etched onto rock faces, crags, cliffs, and caves are red ochre pictographs that record, says the late Nlaka'pamux woman, Annie York, "the history of the people's life on this earth."

**ASHCROFT**

Ashcroft Manor, which was actually first called Ashcroft House, was established in 1862 -- two decades before the town of Ashcroft developed. It was built by Henry and Clement Cornwall, aristocrats from Ashcroft House, Gloucestershire, England. Ashcroft Manor became an important roadhouse along the Cariboo Wagon Road with a distinct British flavour. The Cornwalls hosted horse races at a track they built next to the roadhouse and elm trees were planted at the manor.

Today, **Ashcroft Manor**, located on Highway 1 about 10 kilometres from Cache Creek, is a beautifully restored historic attraction, one of only a few remaining roadhouses from the gold rush days. The **Ashcroft Visitor Information Centre** is not a government centre, but an initiative of the Ashcroft Chamber of Commerce. It can be found in the Harvey Bailey Mall at 311 Railway Avenue. The **Ashcroft Museum and Archives** portrays the history of the Southern Cariboo and Ashcroft as well as the history of the Nlaka'pamux, Sce'exmx and Okanagan peoples who first lived in the area. Replicas of some early stores have been created so that visitors can get a sense of what it was like to stroll down Ashcroft's main street at the turn-of-the-century. The history of the farming and ranching communities of Hat Creek Valley has also been recreated. The former **B.X. Express Building** (circa 1911) is now the Cannery Row Gallery. **St. Alban's Anglican Church** was built in 1891 and the **Zion United Church** in 1892.

**CACHE CREEK**

Just half a kilometre north of Cache Creek is the St'uxwtews headquarters for "the people of the valley", whose many villages once occupied the banks of the Bonaparte River. The St'uxwtews are part of the Shuswap (Secwepemc) Nation. In 1861 retired Hudson's Bay Company, Chief Trader Donald McLean pre-empted most of the land around present-day Cache Creek and Hat Creek. On the open plane near the junction of the Lillooet and Fort Kamloops trails, he built a roadhouse and store that catered to miners and pack-train operators. Today, **Hat Creek Ranch** located a few kilometres north of Cache Creek, is a dynamic heritage attraction. At Hat Creek you can experience what it was like to travel the gold rush trail. At Hat Creek's Native Interpretation Centre you can also learn about the early use of the Bonaparte Valley by people of the Shuswap Nation. The Ranch is also home to a BX Barn and an original BC Express stagecoach.

**Lillooet**

"The road up thus far had been through deep valleys with snowcapped mountains towering above the trees in the distance; every mile or two we came to a swift running stream of deliciously cold water from the mountains, dashing and spraying over the stones. George said it put him in the mind of Highland scenery, but altogether on a larger and grandeur scale.

[Next day] we had a good breakfast. We gave the old horse a feed of hay and went down to the ferry which here crosses the Fraser. We saw some Chinamen washing for gold; for there is some gold to be found along the whole course of the river, but not in paying quantities; the good Fraser diggings having been worked out."

**Clinton**

"Here we met with a middle-aged lady whom we had seen at Esquimalt; she had come out with her husband, who looked sixty, to open a house of refreshment at Cariboo; they were going up with a pack train, but she had started on before by herself to reach the next house, rather a courageous "old gal" wasn't she? When we caught her up she was trudging along leading her mule, shewing a very fine pair of legs, red petticoat &c though minus crinoline, which I need scarcely say, doesn't answer for riding; a hat and feather completed her costume. She was complaining that her mule was very lazy. She walked a little way with us and then made off.

We camped by a small stream, and as we had picked a lot of blueberries along the road, we mixed them with flour and water and frying in our bacon fat made very jolly fritters."

HARRY GUILLOD'S JOURNAL OF A TRIP TO CARIBOO, 1862  
ON HIS WAY NORTH EAST FROM LILLOOET ACROSS PAVILLION MOUNTAIN TOWARDS PRESENT-DAY CLINTON

**QUOTES from the PAST**



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## 100 MILE HOUSE

During the first decades of the nineteenth century men from the Hudson Bay and Northwest Company fur brigades stopped here for rest and respite. The building of the Cariboo wagon road ushered in dramatic change and the town earned its name as the 100<sup>th</sup> mile north from Lillooet. According to one traveller at that time, the 100 mile roadhouse that stood beside Bridge Creek was “a rough, dirty house kept by a young bachelor named Lindsay.”

You truly can't miss the **100 Mile House Visitor Information Centre**. It's a log-cabin style building located just off the highway. "The world's largest cross-country skis", towering 40 feet into the sky, grace the visitor centre's front lawn. The annual **100 Mile House Fall Fair** features the south Cariboo's agricultural background and heritage

---

**WILLIAMS LAKE**

**Williams Lake was named after Chief William of the Sukwekwin Nation (of the larger Shuswap Nation) who shifted his base here from Chimney Cree in the**

**You will find the William's Lake Visitor Information Centre just off the highway on your way (north) into town. The Museum of the Cariboo Chilcotin in downtown Williams Lake is dedicated to rodeo and ranching history and showcases a "B.C. Cowboy Hall of Fame." The world-famous**



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**Williams Lake Stampede** held every year on Canada Day weekend originated in 1920 as a gathering of local cowboys and continues to be an annual event, drawing over 13 000 spectators each year. The **Williams Lake B.C. Rail Station House**, the oldest building in town, is now the Station House Gallery.

North of Williams Lake about 33 kilometres is **Soda Creek**, where travellers used to board paddle wheelers that headed north up the Fraser River. Here you will find the **Xats'ull Heritage Village** where you can experience firsthand the traditional lifestyle of the Xats'ull (Secwepemc) people.

#### **HORSEFLY, LIKELY, QUESNELLE FORKS**

In the spring of 1858, Peter and his small group of American miners followed a Shuswap man named Long Bacheese (Baptiste) to the Horsefly River. Baptiste's cousin Tomah had promised that the group would be led to gold. Tomah kept his promise. News of Dunlevey's strike spread quickly and the Cariboo gold rush began.

Miners flocked to the **Horsefly** area and a small village grew to meet their needs. Today, the **Jack Lynn Museum**, housed in a cabin built in 1902, takes a look at the town's history and features a large collection of photographs and local artifacts.

CONTINUED ON PG 14

## **Goldrush! Stampede!**

### **The WILLIAMS LAKE STAMPEDE**

What might one have to do with the other? Well the gold rush brought a stampede of miners to this part of the country. Soon after arriving, some of the gold seekers had the presence of mind to realize that not all of the gold was to be found in the creeks, rivers and hills. Someone had to feed, clothe and supply all these men. Small villages and towns sprang up along the route north, Williams Lake a bit off the beaten track, was one such place.

Ranches were developed and the cowboys came north from Washington, Oregon, California. Europeans came too; the romance of the cowboy life, cattle country and the Cariboo, drew a lot of different characters. Once here, some settled and stayed; they made our towns what they are today.

After work, came play- what would be more natural than to hold a little rodeo? The cowboys came to show off their skills, to party, dance, play cards and socialize; the town folk came to watch and to join in the sociality of the occasion. In 1919 the first little "rodeo" was held, evolving into the huge Williams Lake Stampede of today. We've kept our "small town roots", lots of events are within walking distance of the downtown core, and the people are friendly.

Still we come to watch the cowboy skills, to dance and be entertained, to socialize. There is something for everyone; four performances of CPRA rodeo competition, a parade, barn dances, old time cowboy

events (pony express race, wild cow milking, mountain race) and cowboy breakfasts and dinners (beef BBQ). A native pow-wow, top dog competition (see working cow dogs in action) and lots of live entertainment including a grandstand show and a talent search contest. Much, much more!

So please, free up some time and come join us at the Williams Lake Stampede; held annually on the July 1<sup>st</sup> long weekend! Leave your worries behind, kick back, relax and let us show you a great Western good time!



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YOUR HISTORIC JOURNEY CONTINUED FROM PG. 14



Just north of Horsefly, where the west arm of Quesnel Lake empties into the Quesnel River, is the small town of **Likely**. One of the few remaining gold rush settlements in the Cariboo, the town was named after John A. Likely of the Buillion Pit Mine, who was affectionately called "Plato" for his tendency to philosophise. Be sure to visit the **Cedar Point Park Mining Museum** located in an old-growth cedar forest on Quesnel Lake.

Over the hill from Likely, at the junction of the Quesnel and Cariboo Rivers, is the ghost town of **Quesnelle Forks**. Established in 1859 as a supply point, Quesnelle Forks became the first permanent settlement in the Cariboo. By the mid 1860s most of the miners moved to Barkerville and Quesnelle Forks became almost entirely populated by Chinese migrants, many of whom lived there until the 1950s. Since then nature has reclaimed much of the town but 20 log buildings, most over 100 years old, can still be found in various states of repair. Among those buildings are the remains of Canada's oldest Chinese tong house. A small cemetery is currently being restored by the Likely Cemetery Society. You can reach Quesnelle Forks by a gravel road from Likely.

#### QUESNEL

Quesnel is the traditional home to people of the great Dakelh Nation, the "people who travel on water." The Dakelh also go by the name Carrier, "the ones who pack." The town was first called Quesnellemouth, to be distinguished from Quesnelle Forks, and was located at the confluence of the Quesnel and Fraser Rivers. Quesnellemouth was a resting place for miners and one of the entrances to the gold fields (the other route went through Quesnelle Forks.) When the wagon road to Soda Creek was completed in 1863, many travelled north into the Cariboo via sternwheelers, disembarking at Quesnellemouth. The sternwheeler traffic, combined with the completion of the Cariboo Wagon Road in 1865, established Quesnel as a major river port and supply point. Quesnellemouth continued to survive long after Barkerville's heyday, as it was located on the direct route to later gold rushes including the Klondike of 1898. After the turn-of-the-century the town's name was shorted to Quesnel and sawmills and later pulp and paper mills dominated the town's economy.

The **Quesnel Museum and Archives** is located, along with the **Tourism Information Centre**, at LeBourdais

CONTINUED ON PG. 14

## William's Lake

"William's Lake (also called Columetza) is about forty miles south of Fort Alexander. It is surrounded by some comparatively fertile land, and farming to some extent is carried on. We were truly glad to rest awhile at an inn here. Immediately on our arrival we ordered a "square meal," and an ample supply of fresh beef, beans, cabbage, pies, milk, tea and coffee was set before us, to which we did justice in a manner which we should have been almost ashamed for our English friends to witness. It is truly astonishing what an appetite is developed by the arduous travelling in this country. Solid meals of animal food, which at home would suffice for the day, are here required several times within a similar period, and at a fearful expense; but nothing can be accomplished otherwise. Thus, our meal above mentioned cost three half-dollars, or six shillings, each."

## Horsefly/ Likely

"Here we were only ten miles from the Forks of Quesnelle, but these ten miles were amongst the worst; for, in traversing part of the distance, we were again plunged at times in the middle in swamps and between prostrate dead trees lying across the route. After thus proceeding we met a strange and very unexpected spectacle - a pack-train of camels...here they reminded one of "fish out of water."

W. CHAMPNESS, TO CARIBOO AND BACK IN 1862

## QUOTES from the PAST



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## The Likely Story

In the spring of 1859 a group of prospectors, led by Peter Dunleavy, came north and crossed Quesnel Lake, camping at a spot long known to fur traders and the natives who preceded them – Cedar Point. In June of the same year another group, led by Benjamin McDonald, were travelling east, followed the Quesnel River and camped at a spot near the confluence of two rivers. The two groups were about 10 miles apart.

Dunleavy and McDonald were soon joined by others as word of their discoveries reached the outside world. A gold camp sprang up at the forks of the Cariboo and Quesnel Rivers and came to be known as Quesnel Forks, the first gold rush community of the Cariboo.

Every notable character in Cariboo history once walked the haphazard streets of 'the Forks': Judge Begbie, 'Cariboo' Cameron, 'Doc' Keithley, 'Dutch' Bill Dietz (who later discovered Williams Creek) and Billy Barker himself (who mined his Aurora Claim at Cedar Point). For a few years Quesnel Forks was the gateway and supply centre for the Cariboo Gold Rush.

However, with richer discoveries being made further 'upcountry', the white miners began abandoning what they felt were lesser claims and followed north. Chinese miners, unable by law to stake their own claims, began moving in to take up the abandoned diggings. Soon, Quesnel Forks became the largest Chinese community in North America, next to San Francisco.

A member of the Dunleavy party, Jim Sellers, stayed on at Cedar Creek (near Cedar Point) deciding to build a hotel there. Both the venture and the town of Cedar Creek were, however, shortlived. In 1869 a forest fire killed twenty Chinese miners north of the Quesnel River, burned part of Quesnel Forks, and wiped Cedar Creek completely out. The miners saved only their lives by choosing a place partially protected by a long pile of mine tailings and the lakeshore. Then, by breaking a water filled flume, they soaked the ground and managed to keep the flames at bay.

Long after the ashes cooled, in the 1890's, mining interest in the area was renewed. The giant Bullion Mine opened and the Golden River Canal Co. dammed the outlet of Quesnel Lake to gain access to the rich gravel from the river bed. Two new mining camps sprung up, known as 'Bullion' and 'Quesnel Dam' respectively. After taking millions out of the ground the Bullion Mine eventually shut down and was left abandoned. The mine pit is to this day an impressive spectacle and testament to man's thirst for gold. The dam on the Quesnel River proved unsuccessful when it was discovered that Chinese miners had the same idea thirty years before. The dam was eventually dynamited in the 1920's (remains are still visible today) and the small town of Quesnel Dam changed its name to Likely.

What now remains of Quesnel Forks is the last true and oldest ghost town in the province. Even though erosion from the Quesnel River threatens to wipe it out, Westworld Magazine recently ranked it as one of the 10 best places in the province to picnic.

Cedar Point is now a community run Class 'C' Provincial Park. Visitors can camp among an impressive outdoor mining exhibit as well as the giant cedar trees that the miners managed to save so long ago.

*Submitted by the Likely & District Chamber of Commerce*

## A Horsefly Pioneer

Born in California at the end of the last century, William (Bill) Boswell spent the 1890's prospecting for gold and hunting in Alaska. Following an accidental gun-shot wound to one elbow which left him with a permanently stiff arm, he moved to San Francisco and worked on the horse-drawn street cars until the 1906 earthquake. After a short period as a drayman in Seattle, he arrived in Canada with Billy Waddell. By 1908 they were both employed by the Ward mine of Horsefly B.C.

After the mine closed, he variously prospected the upper Horsefly River area for gold in the summer, and trapped in the Crooked Lake area in the winters. A life-long bachelor (women were in short supply in the early years!), he helped convert the Delair house into the Bull Moose Club. (another story) During 1926 through 1928 he acted as secretary for the Horsefly Social Club, forerunner of a Community Club, which was privately owned and run by a group of shareholders.

Bill was very sociable, always attending the dances, especially at New Year. He usually brewed the coffee to accompany supper in a large wash boiler, whilst visiting the ladies.

In later years Bill shared his home, situated on the present Valburg property, with another local bachelor Ted King. Ted did all the cooking and grew a big garden while Bill put up the hay and looked after the horses. He also trapped east of Moffat Creek and mouth of the Horsefly River, using a small cabin he had built in the WoodJam Valley.

In March 1951 a fire completely destroyed their home. It started when Bill was at a dance. As news reached the hall, all the men dashed off to save what they could but Bill, in the kitchen with the ladies, didn't bear the call! Everything movable was saved including the window frames and the wood stove with a fire still in it. The only loss was of the home-canned vegetables stored in the root cellar.

Ted collapsed from exhaustion just as Bill came dashing up prepared to save his friend. Fortunately both men recovered and were able to rebuild.

Bill lived on until 1962, and is buried in Mountain View Cemetery.

A lake east of Likely bears his name, and of course our own Boswell Street which runs from the Cornerhouse through town to the junction of Mitchell Bay Road/Hooker Road.

Visit modern day Horsefly; see how it has evolved from a gold rush settlement, established in 1859 to a diverse community 141 years later. Of particular interest is our festival being held from July 14 - 24th. There will be art shows, open studios, a quilt show, a dog show and agility demonstration, street performances and more. Call 620-3307 for details. There are many recreational possibilities in the Horsefly area and accommodation available ranging from deluxe log cabins at the resorts, motel rooms, Bed and Breakfasts, and lot of camping.

The Horsefly River watershed is a highly rated fish habitat and is very well suited for canoes and kayaks.

*Submitted by the Horsefly District Board of Trade and Chris Gruhs*



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Park near the entrance to town. High-quality displays of the Cariboo gold rush and the history of the town are accompanied by a significant collection of Chinese artifacts, as well as First Nations' and pioneer artifacts. Also at LeBourdais park is the town's **Pioneer Cemetery**. At Front and Carson Streets is the town's **Heritage Corner** where you will find the remains of the **Steamer Enterprise**, the first Fraser riverboat to travel to Quesnel. From Heritage Corner one can see the **Old Fraser River Bridge** (now a foot-bridge), built in 1928 to link Quesnel to the Fraser River's West Bank. Nearby is the restored **Hudson's Bay Store**, which sold supplies to the miners and homesteaders in the area. If you like dressing up in nineteenth-century wear, then you won't want to miss Quesnel's **Billy Barker Days**, held annually in July. Finally, the place where the Quesnel and Fraser Rivers

meet has been set aside for public gold panning. Why not try your luck?

### WELLS

Located 82 kilometres east of Quesnel and just 8 kilometres west of Barkerville, Wells first emerged during the depression years, when many communities in the area were near collapse. Underground hard-rock mining was the town's foundation as it boomed throughout the 1930s and 40s. Its glory days, however, were short-lived and if weren't for a few hundred die-hard residents Wells certainly would have become ghost town. Today Wells is a charming tight-knit community with a unique western feel. In fact, the town's main street almost feels like a movie-set for an old western. Art galleries, an art school, and other tourism-related services, particularly for the visitors to Barkerville, are the current bedrock for the town.

The Wells Museum and Visitor Information Centre is located off Pooley Street at the West entrance to Wells.

rush trail. Today, Cottonwood House is fully restored and offers heritage tours, stagecoach rides, and meals. It is located just 25 kilometres east of Quesnel.

### BARKERVILLE

Welcome to Barkerville! You've made it! You've now joined the ranks of thousands of miners, gamblers, and adventurers of all kinds who have successfully completed the gold rush trail. But unlike the miners, whose work would just be beginning, you can now relax and enjoy this fully restored historic town.

### PRINCE GEORGE

The Lheit-Lit'en people of the Dakelh: (Carrier) Nation are "the people from where the rivers meet." For as many as 8,000 summers they made their headquarters at the confluence of the Fraser and the Nechako rivers, at the north-east rim of what is now the city of Prince George. (See Cheryl Coull, A Traveller's Guide to Aboriginal B.C.) In 1806 Simon Fraser camped there and a year later the Hudson Bay Company built Fort George. In 1910, the Grand Trunk Pacific Railway passed by Fort George, encouraging the spread of agricultural settlement in the area. Fort George became the city of Prince George in 1915. Unprecedented growth occurred during the 1960s when three pulp mills opened.

Today, **Fort George Park** is located on the site of original fort and a First Nations' burial ground. **Fort George Regional Museum** in Fort George Park boasts a newly renovated 'History Hall'.

In this hall a visitor may take a virtual tour, through a multimedia film display, of the region's early history. The museum's Northwood Explorations Gallery is hands-on exhibit designed for learning about natural history and the region's environment. **The Prince George and District Railway and Forestry Museum** features the history of the industries still important to the economy of Prince George. **The Huble Homestead Historic Site** is a wagon road stop-over, farm, and family home that dates back to 1912.

## Music As Another Way of Viewing History

By Richard Thomas Wright

Music gleaned and reclaimed from history offers us another way of understanding a people or a time, a way of seeing another layer of a society, a way of hearing voices from our past.

Through music we can eavesdrop in a goldrush saloon and hear the hurdlies dancing then hear James Anderson and his songs about the Dancing Girls of Cariboo. We can listen around an Overlanders campfire and hear the tunes and lyrics that moved them, and we can sit in the Theatre Royal and laugh or reminisce with an audience generations past. A cursory glance at the rough life of Cariboo goldfields might make us overlook the day-to-day emotions of miners and dancing girls. But in music we are reminded that men and women in this hard harsh land still fell in love, missed their family, bore children, had political dreams and hopes beyond the wealth that might lay in the creeks' cold gravel.

Through songs and poetry we can hear prejudices, fears and political voices. We hear the hopes, dreams and the laughter of the day when we listen to James Anderson, Rebecca Gibbs or black miner J. Lawrence. In a poem we can hear the sorrow of a town ravaged by fire or a miner reduced to one torn shirt.

Music has always given us another voice, allowing us to express emotions not normally part of everyday conversation. History through music takes us beyond the cold facts on a census record or vital statistics document to an emotional layer of understanding. Listen and you will hear the voices of a time past.

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## QUOTES from the PAST

### The Gold Rush Trail

"I tell you it is a hard road to travel. You have to carry your own blankets and food for over three hundred miles and take to the soft side of the road for your lodgings and at daylight get up and shake the dust off your blankets and cook your own food for the day and take the road again. When you get in the mines you have to pay up to a dollar a pound for everything you eat as it has to be carried with mules and horses on their backs with a pack saddle."

RADCLIFFE QUINE, APRIL 22, 1861

"No doubt there are thousands of our city youths who would as readily leave the comforts of a quiet home and face the hardships of a mountain journey bad food and short commons, hail and rain and storm, mosquitoes and sand flies with a good heart and as patience an endurance, shewing the sterling qualities of the Saxon race; but there are also thousands who would not be able to do so; and it will be well for every one who is tempted by the glittering prizes which are held out by Cariboo and its rival Goldfields, to consider deeply whether they have got the right stuff in them and will be able to bivouac in wet blankets and cook a pancake in a hailstorm, without regretting the snug featherbed and comfortable chophouse of the West end and the City."

HARRY GUILLOD, PREFACE TO JOURNAL OF A TRIP TO CARIBOO, 1862

### Barkerville

"We now set out once more, and for our last stage upcountry, being bound for Antler Creek, about twenty-five miles from Keithleys. The weather was most inclement: fain, sleet, and snow. In two days we reached our destination – the diggings; and a cheerless spot it was: everywhere mud and water, and the atmosphere bitterly cold, although in the summer season; for we were now amongst the inland mountains.

W. CHAMPNESS, TO CARIBOO AND BACK IN 1862



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Dry Goods & Provisions

King House Bed & Breakfast

McMahon's Confectionery

ELDORADO  
GOLD & GIFT

Kwong Sang Wing  
Chinese General Store

Mrs. Neate's  
sewing room



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and costume rental

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Bed & Breakfast Inn

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# NEWS FROM THE FILES OF THE SENTINEL

*The Cariboo Sentinel announced plans "to supply the public of the Cariboo with the latest news from all parts of the world up to the hour of going to press" in July of 1865. This ability, phenomenal for an isolated, regional publication, was made possible by the arrival of the telegraph in Barkerville.*

*Semi-weekly telegraph reports were first supplied to the Sentinel on September 9, 1865. News from Eastern Canada, The United States, Mexico and Europe was included with that days regional news. Following reports, "received direct from New Westminster" connected the Cariboo to every corner of the globe.*

*The Cariboo Sentinel's international news coverage increased the value of the paper as the Cariboo was an area with a culturally diverse population. This is evident on Barkerville's main street, termed "Valley of the Flags" for the variety of international flags flown by local merchants to honor their home country. The Sentinel supplied news of home to those miners and merchants who were disconnected from their native lands and families.*

-The Cariboo Sentinel Gold Rush Trail Journal - British Columbia, Canada -

Saturday, August 5, 1865

Australia:

"Winning a Wager -- A curious event that occurred recently on the frontiers of Australian Galicia illustrates the value of life in these parts. A Cossack, who was sitting in a pothouse among the peasants, began boasting about his skill in shooting, and declared that he could shoot the hat off any man's head at 50 yards distance. A peasant thinking himself clever, offered a wager that he could not do it to him. The Cossack accepted and the peasant pulled his hat as tightly as he could down over his eyes, chuckling at the thought that it would be impossible for the Cossack to shoot it off. And so it was, the the peasant won the wager but unfortunately the bullet passed right through the middle of his forehead. The Cossack on

being brought before the Judge, declared that he had done the trick fifty times, and if the Judge doubted him he had only to come out in front of the court and he would prove it upon his hat. The judge declined the flattering proposition and the Cossack escaped with two months imprisonment."

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Thursday, July 12, 1866

**Japan:**

"A Japanese Iron-clad -- Some time ago an iron-plated steam corvette, which had been purchased in America, for the Tycoon, arrived at Yokohama, in Japan. Upon examination, the Japanese Government, considering that the vessel was too dear and badly constructed, decided that in future purchases of the kind shall be made only in France or England. It also censured the engineer who had been sent to New York to purchase the corvette. That official, who is brother of one the ambassadors who recently visited

Paris, believed himself dishonoured, and asked for and obtained permission from the Tycoon to commit suicide. He consequently ended his career in the customary manner in the presence of colleagues, who stood in a circle around him"

**Saturday, August 5, 1865 "Mexico"**

New Orleans, July 14 -- Mexican advices of July 8th have been received. Gens. Lopez and Oliver returned from pursuits of the remnants of Negrette's forces, which are generally disbanded, some being on the Texas side. Cortinas lately captured two steamers.

The Commerce says, Cortinas has officially

established his headquarters on the Texas side. American authorities had been constrained by a protest of the Imperial Government to order Cortinas to keep on his own side. The 'Monitor' says, the commander of the French fleet had an interview with Gen. Steel on the subject of steamboats captured, but could not give the result. News from the interior shows that the Empire is peaceful. Maximillian is striving to improve the country and encourage education. Guerrillas continue to swarm about Matamoras in great force."

**August, 1865  
Philadelphia:**

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"A Sleepless Man-- At present there is a soldier at the Chestnut Hill Military Hospital, Philadel-

phia, who has not slept for a single moment for fourteen years and six months. Why it is that

he cannot or does not sleep is as much of a mystery to him as it is to

CONTINUED ON PG 19

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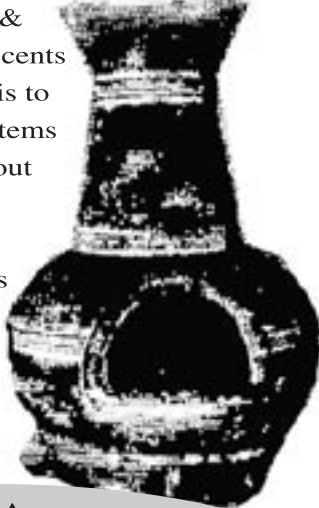


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**FROM THE FILES OF THE SENTINEL ~ CONTINUED FROM PG**

many scientific gentlemen, who having had their attention called to him have been astonished in their attempts to investigate their cause. Upon one occasion, at his request, a number or curiously inclined gentlemen watched him for forty days and nights consecutively, in order, if possible, to arrive at the cause of the wonderful phenomenon. These gentlemen took turns with each other in the progress of watching, so that if he should chance to sleep he should be observed. Some of the watchers became drowsy, and it was as much as he could do to awaken them. This singular man was sent to Philadelphia by order of the field surgeon. He was admitted into the hospital at Chestnut Hill on the 10th of November last, suffering from chronic diarrhoea and rheumatism. He has nearly recovered from his physical debility. His appetite is good, but yet he does not sleep. He retires to bed the same as other soldiers, but yet he cannot sleep. He simply receives physical rest."

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